

# BookletChart<sup>TM</sup>

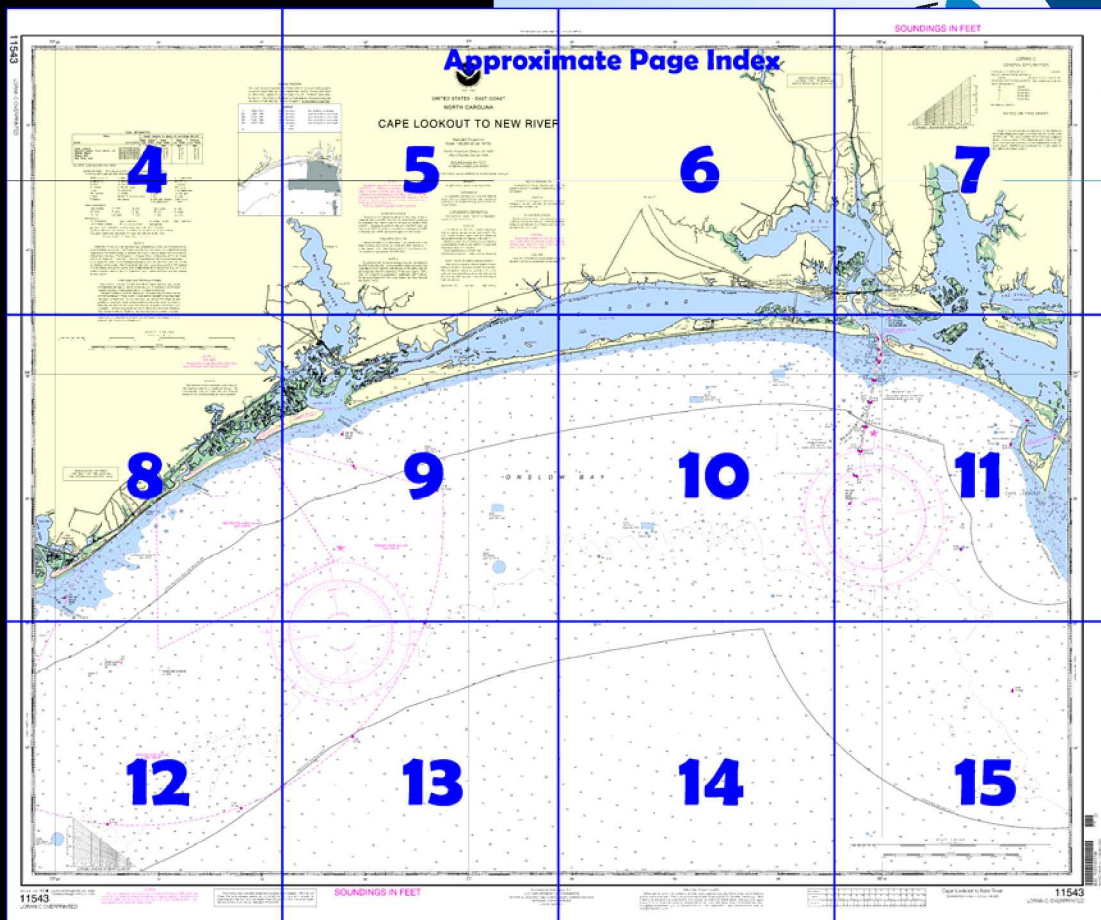
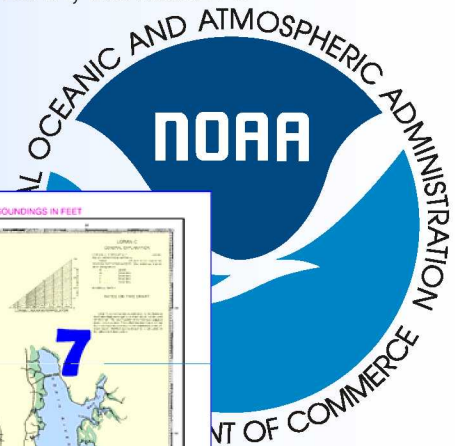
## Cape Lookout to New River

(NOAA Chart 11543)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

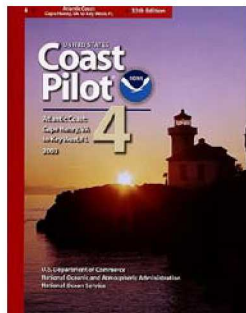
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 4, Chapter 5 excerpts]

(65) Bogue Sound extends about 22 miles westward along the coast from Beaufort Inlet to Bogue Inlet. It is shallow and separated from the ocean by **Bogue Banks**, a wooded beach 0.1 to 1 mile wide. The sound is about 2 miles wide midway of its length, but narrow at each end; the western end has numerous marshy islets. The Intracoastal Waterway route is through the north side of the sound. The mean range of tide in Bogue Sound is about 2.5 feet near the inlets, and about a foot

where the tides meet near the middle. Strong south and southwest winds may raise the tide a foot or more, and north to northwest winds lower it the same amount.

(66) **Bogue Inlet**, 22 miles west of Beaufort Inlet, is the seaward approach to the town of Swansboro, which can be seen from outside. The entrance is used almost exclusively by local fishermen. The inlet is

between a high wooded ridge on the west and a long low spit on the east. On the inside of the spit, about a mile eastward of the inlet, is **Swansboro Coast Guard Station**. The entrance to the inlet, obstructed by a shifting bar extending about 0.5 mile seaward, is subject to frequent change. The channel is marked by uncharted lighted and unlighted buoys which are frequently shifted to mark the best water. Strangers should wait for a rising tide and never attempt to enter when the bar is breaking. If local fishermen happen to be coming in, it is advisable to follow them. The channels inside the inlet are also subject to considerable change, particularly during southeast and southwest storms.

(68) A fish haven, covered 15 feet, is about 4 miles southeastward of Bogue Inlet in about 34°36'42"N., 77°02'18"W.

(69) **Swansboro**, a small town on the west bank of White Oak River 3 miles north of Bogue Inlet, is reached by the shifting channel from the inlet, and from Bogue Sound and Cape Fear River through the Intracoastal Waterway. Numerous fishermen base at Swansboro. State Route 24 highway bridge over White Oak River at the town has a 30-foot fixed span with a clearance of 12 feet. The highway bridge over the easterly channel, about 0.3 mile southeastward, has a 30-foot fixed span with a clearance of 6 feet.

(70) For 4 miles above Swansboro, **White Oak River** has a width of 1 mile or more through which there is a narrow tortuous channel between the flats and oyster rocks. Farther up, the river is narrow and deep and leads between marshes to the fixed bridge at the town of **Stella**, about 8 miles above Swansboro. The river above State Route 24 highway bridge is unmarked and has many logs and snags; navigation is limited to shallow-draft skiffs only.

(71) **Bear Inlet** and **Browns Inlet 1**, 3 and 6 miles westward of Bogue Inlet, respectively, are unmarked and used by local boats only; neither is recommended to strangers.

(72) The **danger zones** of firing ranges are in the ocean between Bear Inlet and New River Inlet and in New River.



# Table of Selected Chart Notes

Corrected through NM Jun. 18/05  
Corrected through LNM Jun. 14/05

## HEIGHTS

Heights in feet above Mean High Water.

## NOTE C DANGER

Unexploded projectiles exist within the area of Browns Inlet and Bear Inlet.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

INTRACOASTAL WATERWAY  
Use Chart 11541. The depths and channel markers are not shown hereon.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY  
Use Chart 11541. The depths and channel markers are not shown hereon.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

## NOTE B

The channels at the entrances to the inlets on this chart are subject to continual change. The navigational aids at inlets are not charted because they are frequently shifted in position.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Bern, NC      KEC-84      162.40 MHz

Mercator Projection  
Scale 1:80,000 at Lat. 34°35'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at: the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.583' northward and 1.212" eastward to agree with this chart.

## LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz  
PULSE REPETITION INTERVAL

9960.....99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M.....Master

W.....Secondary

X.....Secondary

Y.....Secondary

Z.....Secondary

EXAMPLE: 9960-X

## RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#),

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

# INDINGS IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

77° 20'

15'

10'

## SOURCE DIAGRA

The outlined areas represent the limits of the survey information that has been evaluated for banded in this diagram by date and type of survey by the U.S. Army Corps of Engineers are per not shown on this diagram. Refer to Chapter

## SOURCE

A	1990-2003	NOS Surveys
B1	1990-1998	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys
f		Chart 11541
g		Chart 11545

## TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)				
		Mean High Water	Higher High Water	Mean Low Water	Lower Low Water	Extreme Low Water
Cape Lookout	(34°37'N/76°32'W)	4.2	3.9	0.2	0.1	-2.0
Beaufort Harbor, Duke Marine Lab	(34°43'N/76°40'W)	3.4	3.2	0.1	0.1	-2.0
Atlantic Beach	(34°42'N/76°43'W)	4.1	3.9	0.2	0.1	-2.0
Bogue Inlet	(34°39'N/77°08'W)	2.5	2.3	0.1	0.1	-2.0
New River Inlet	(34°32'N/77°20'W)	3.4	3.1	0.1	0.1	-2.0

(Apr 2001) Latest available information

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

## Miscellaneous:

ALTH authorized	Obstr obstruction	PD position doubtful	Subm submorgod
ED existence doubtful	PA position approximate	Rap reported	

(2) Rocks that cover and uncover, with heights in foot above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ————

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## HURRICANES AND TROPICAL STORMS

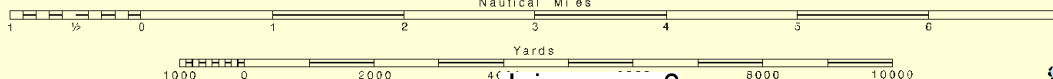
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Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SCALE 1:80,000

Nautical Miles



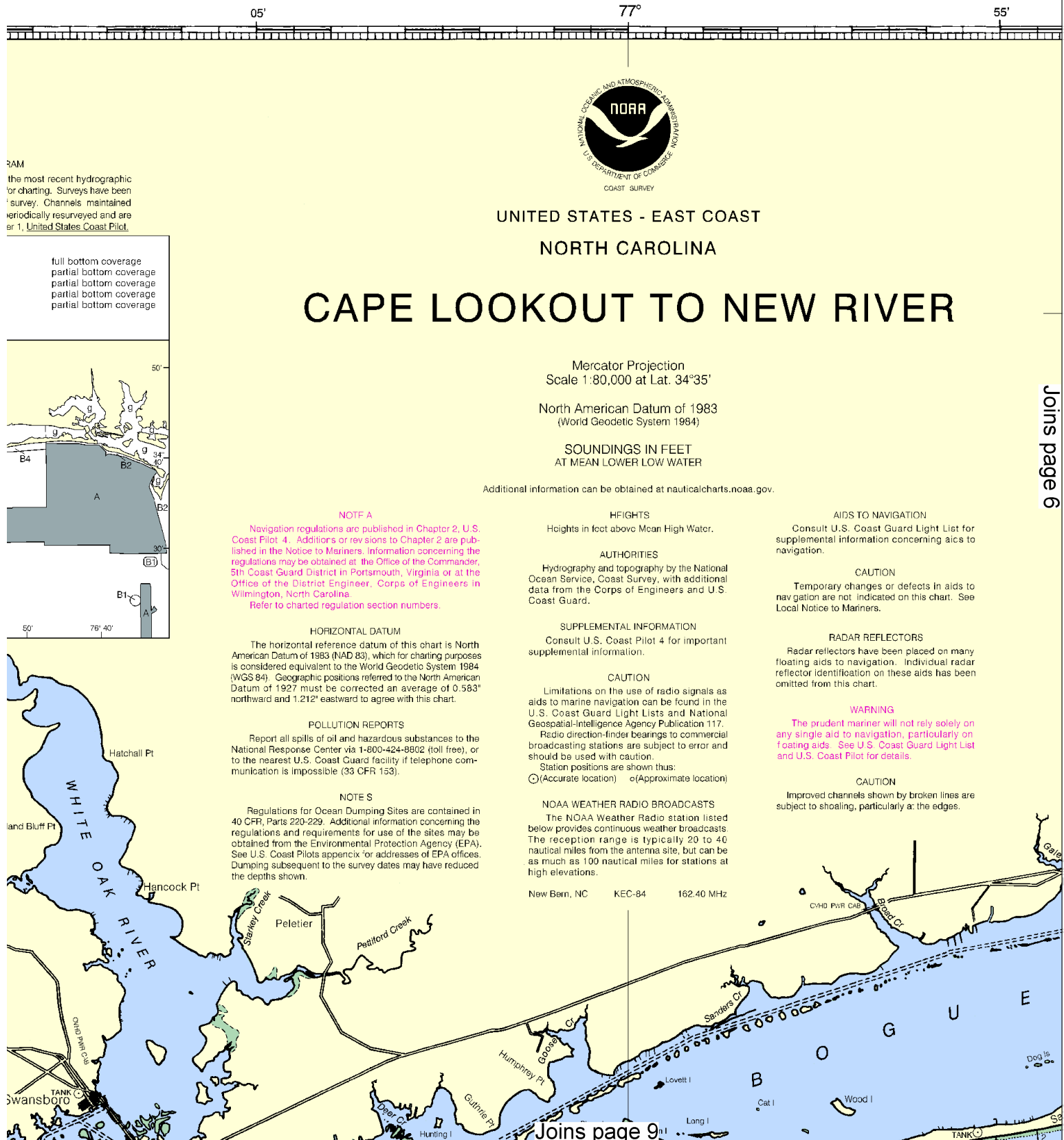
Joins page 8

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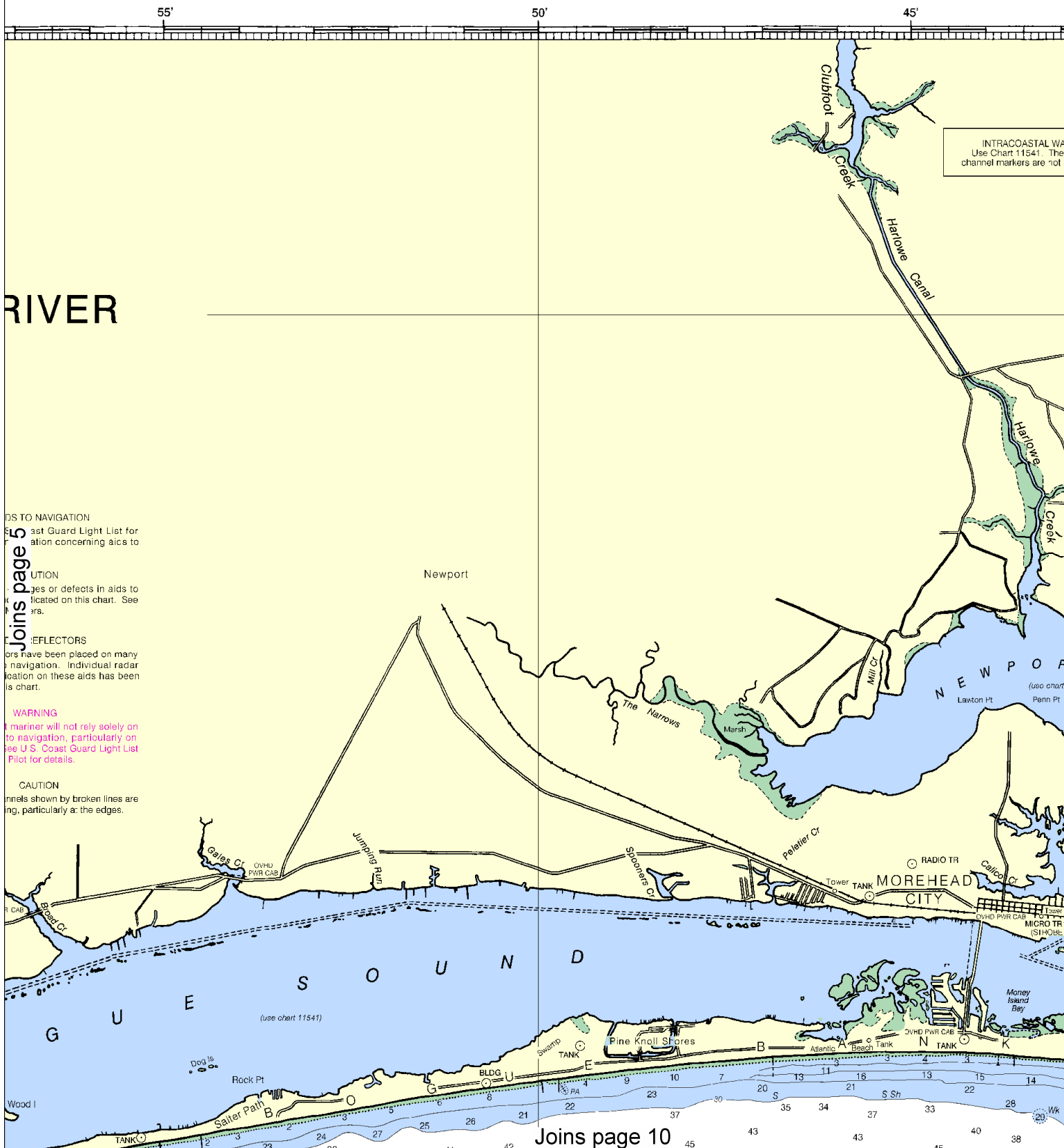
SCALE 1:80,000

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



RIVER

NOTES TO NAVIGATION

For the latest Guard Light List for information concerning aids to navigation, see the latest edition of the U.S. Coast Guard Light List.

CAUTION

Changes or defects in aids to navigation are indicated on this chart. See the latest edition of the U.S. Coast Guard Light List for details.

REFLECTORS

Reflectors have been placed on many aids to navigation. Individual radar returns from these aids has been indicated on this chart.

WARNING

Mariners will not rely solely on this chart for navigation, particularly on the U.S. Coast Guard Light List Pilot for details.

CAUTION

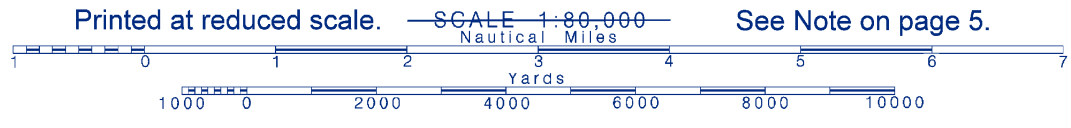
Channels shown by broken lines are uncharted, particularly at the edges.

INTRACOASTAL WA  
Use Chart 11541. The  
channel markers are not

Joins page 5

Joins page 10

6

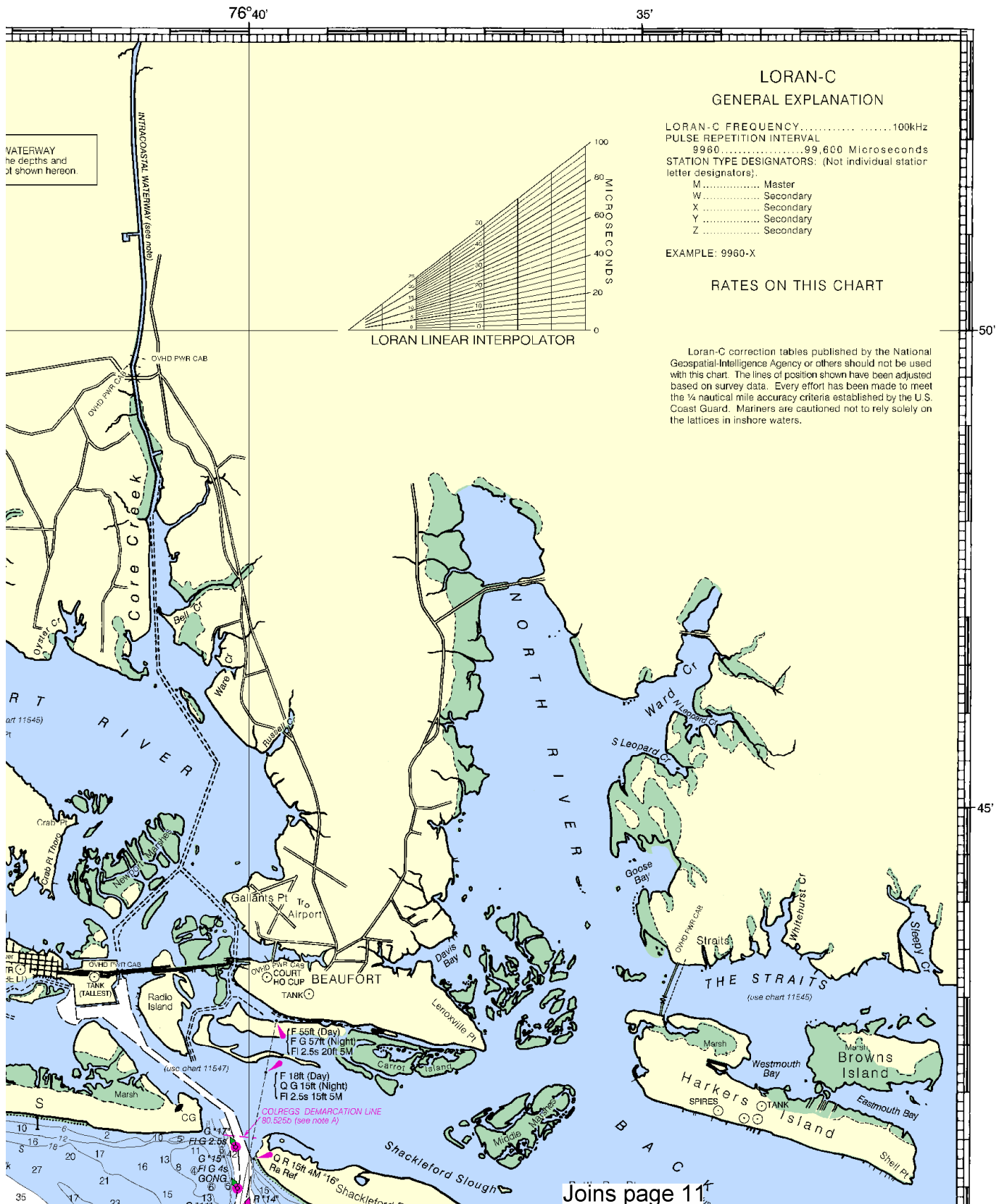


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.

## SOUNDINGS IN FEET



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,  
NGA Weekly Notice to Mariners: 1010 3/6/2010,  
Canadian Coast Guard Notice to Mariners: n/a .



conditions follow. **Joins page 4** navigation may have been damaged or destroyed. moved from their charted

SCALE 1:80,000

Nautical Miles

NOTE C

Unexploded projectiles exist within the area of Browns Inlet and Bear Inlet.

NOTE B

The channels at the entrances to the inlets on this chart are subject to continual change. The navigational aids at inlets are not charted because they are frequently shifted in position.

INTRACOASTAL WATERWAY  
Use Chart 11541. The depths and  
channel markers are not shown hereon.

RESTRICTED AREA 334.440  
(see note A)

Joins page 12

Printed at reduced scale.

~~SCALE 1:80,000~~  
Nautical Miles

See Note on page 5.

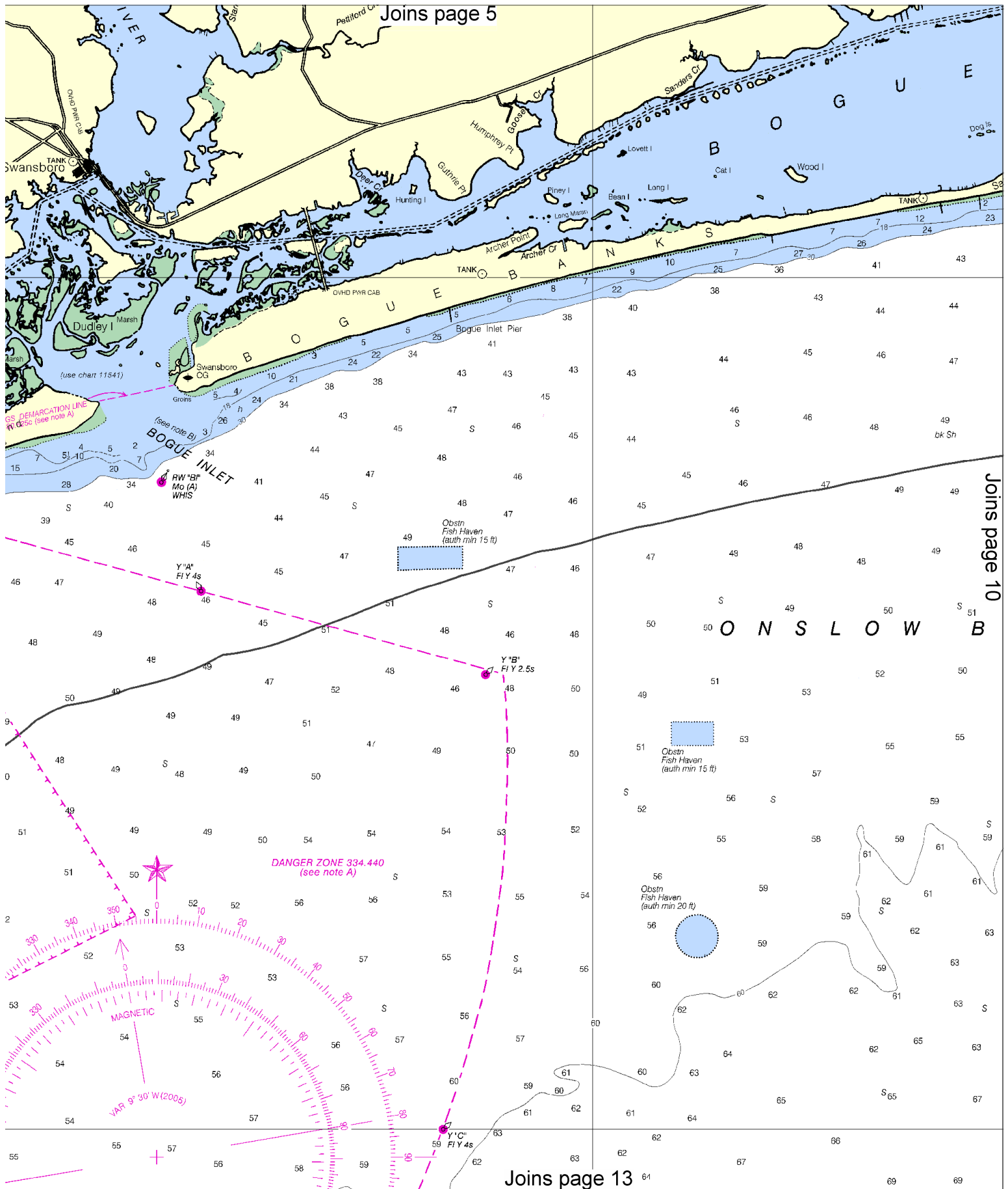
~~Small T~~  
Nautical

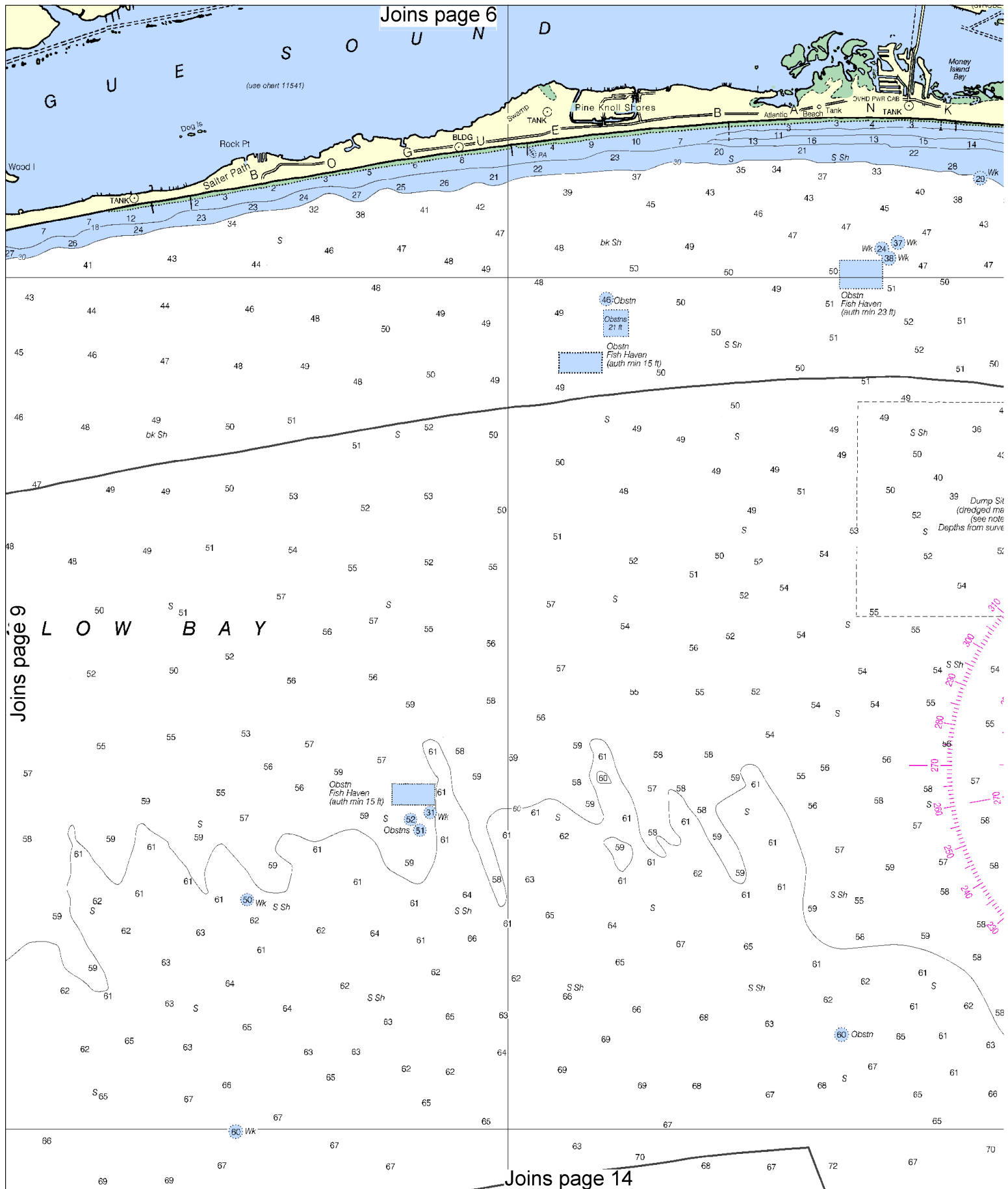
Local	MI

3

## North







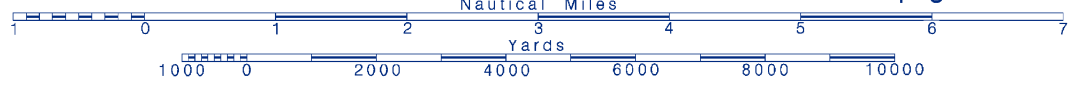
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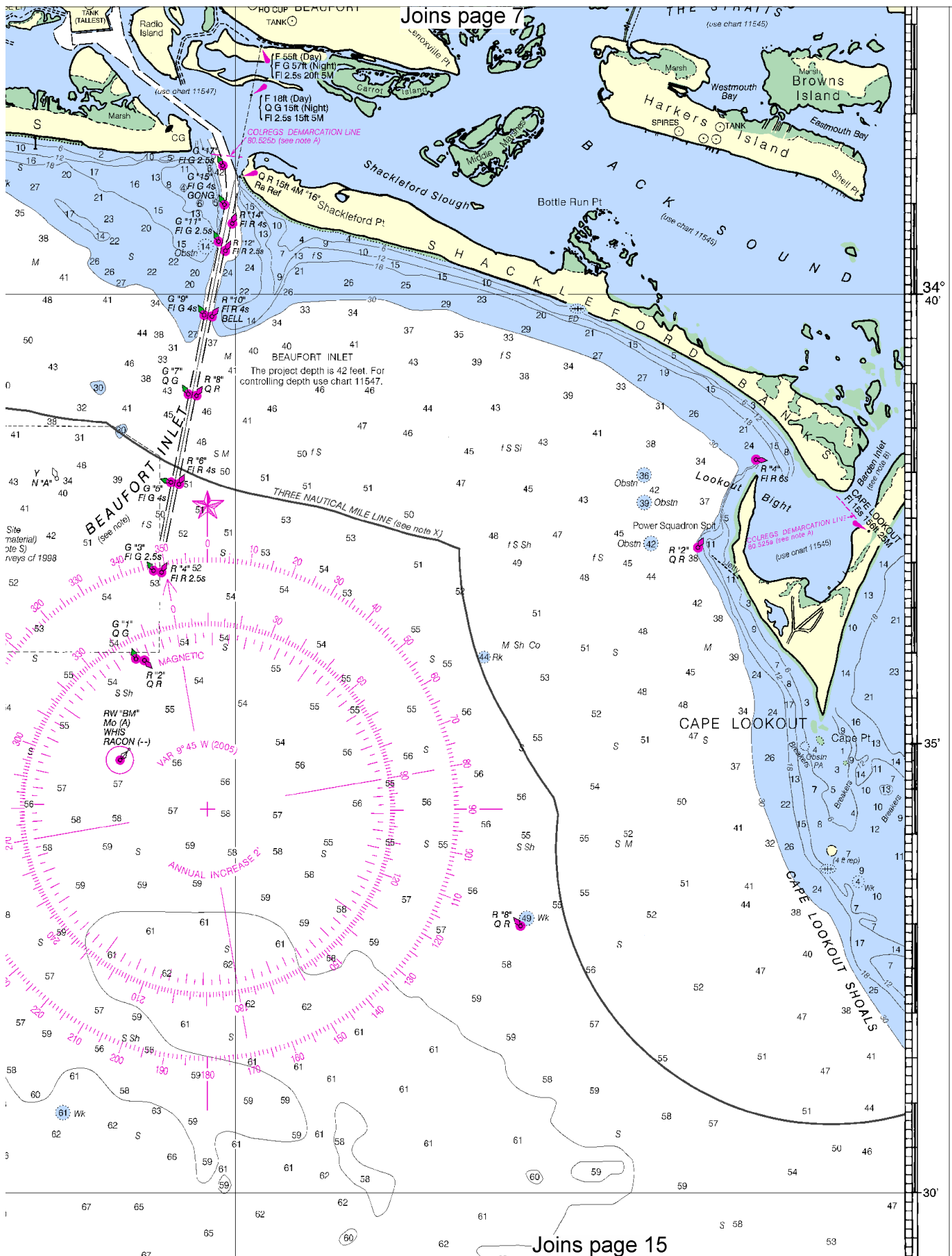


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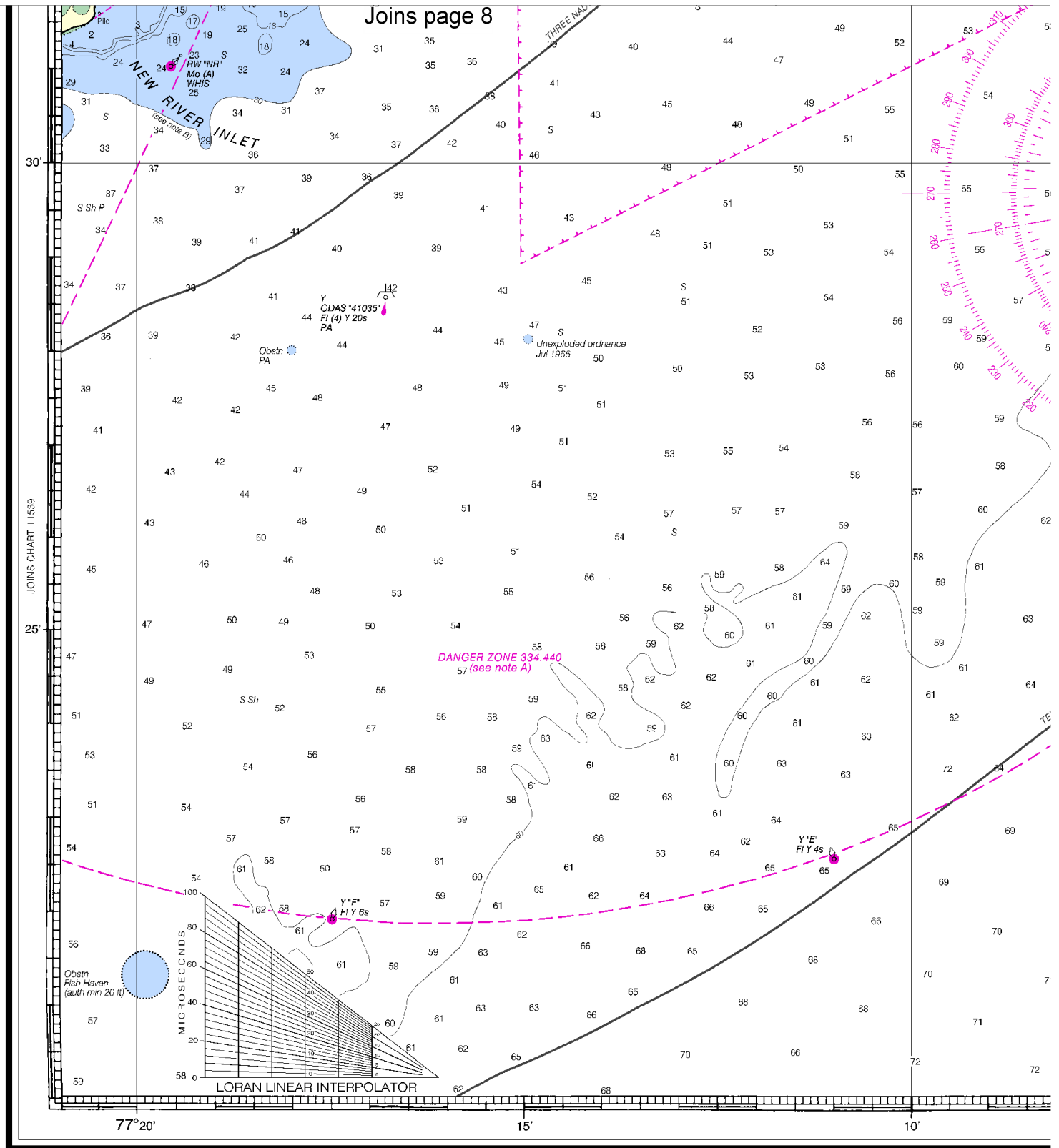
See Note on page 5.





Joins page 15

Joins page 8



23rd Ed., Jun. / 05 ■ Corrected through NM Jun. 18/05  
Corrected through LNM Jun. 14/05

**11543**

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or to improving this chart to the Chief, Marine Chart Division (N/CS2), Nat Service, NOAA, Silver Spring, Maryland 20910-3282.

**12**



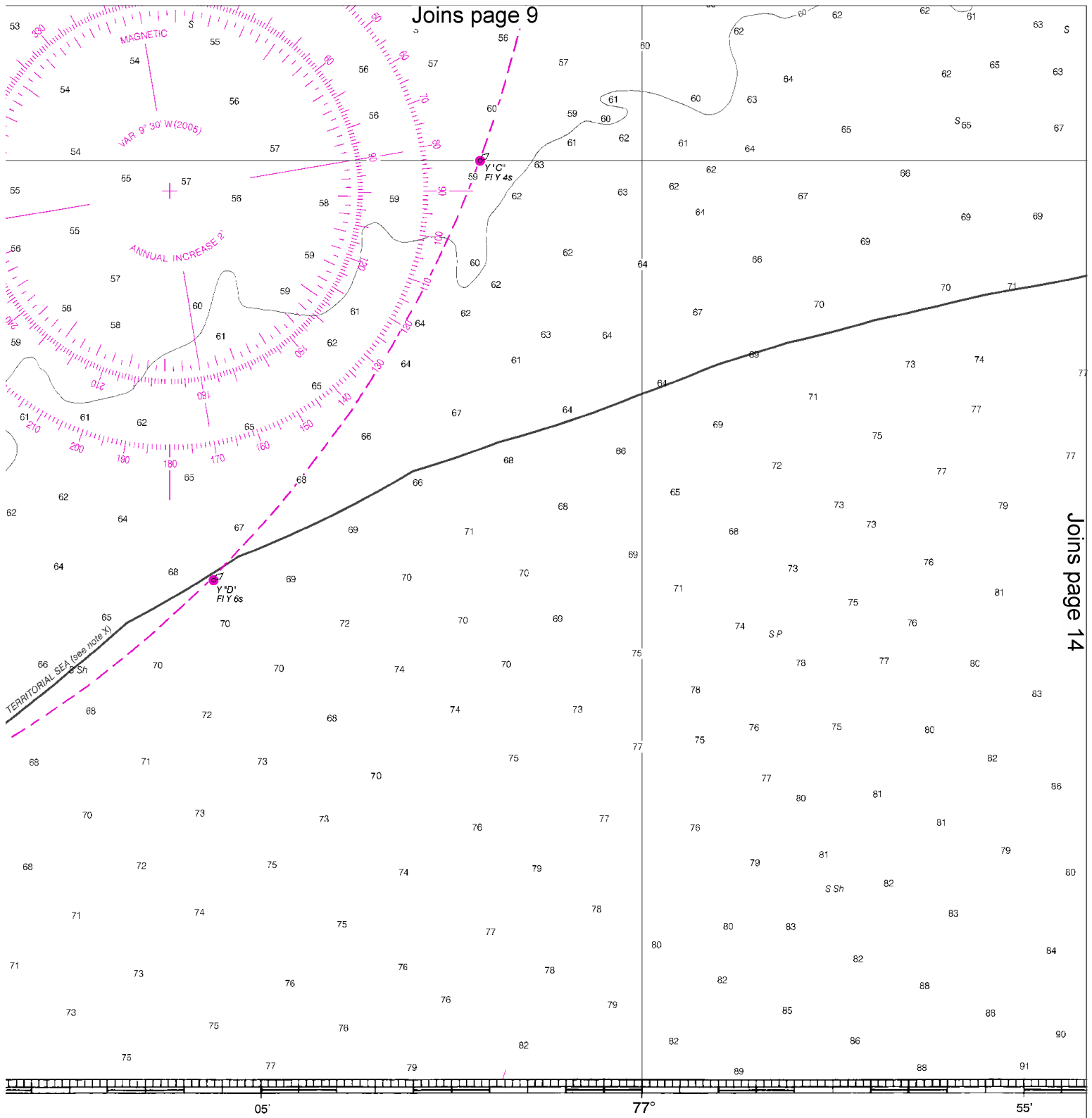
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



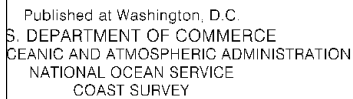




SOUNDINGS IN FEET

1. The National comments for lational Ocean

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

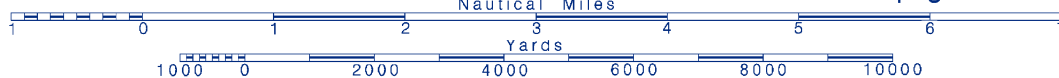


NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-6 weeks before their reissue as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4663, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

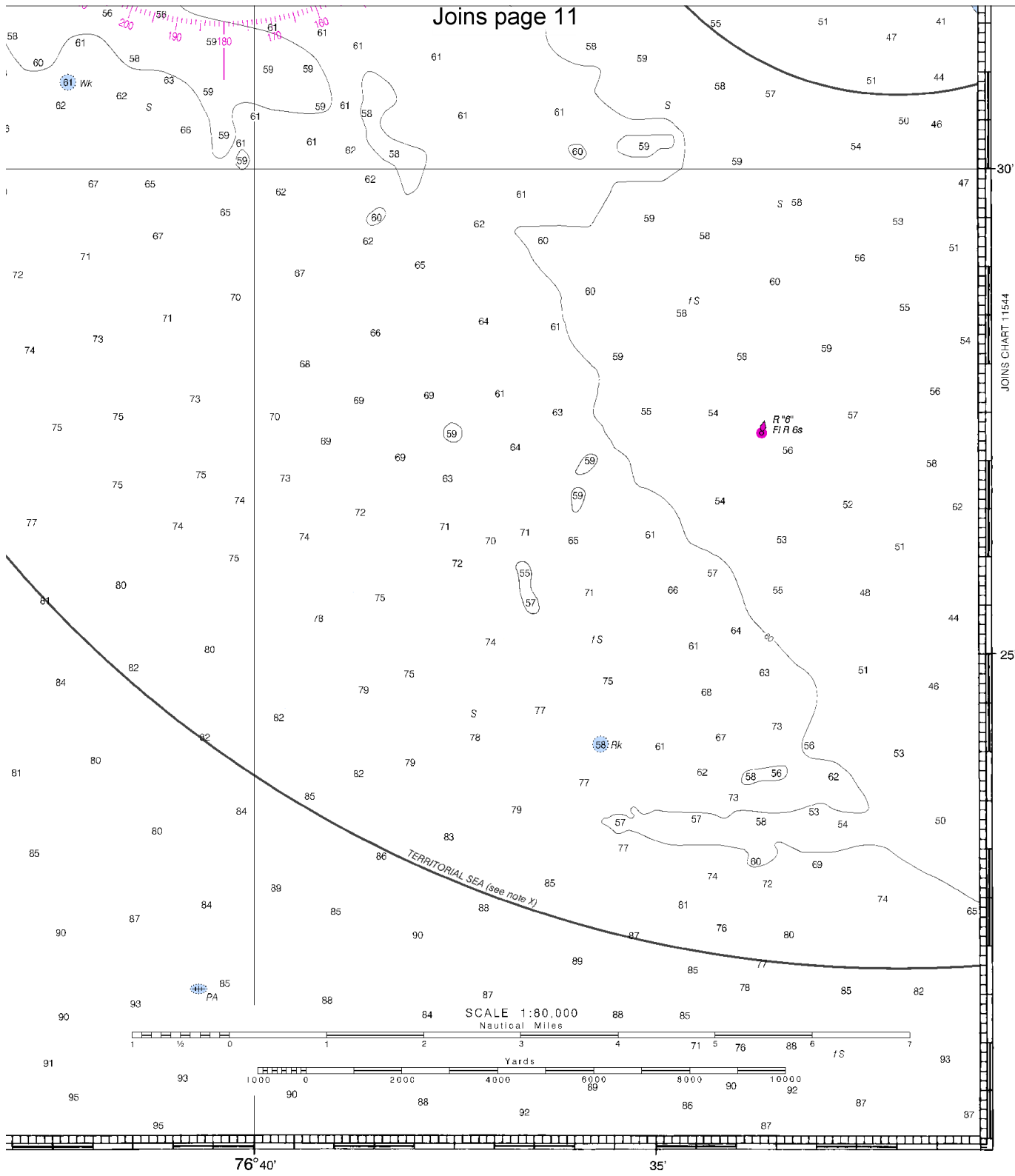
FATHOMS
FEET
METERS



SCALE 1:80,000  
Nautical Miles



See Note on page 5.



JOINS CHART 11544

ED. NO. 23

NSN 7642014010168  
NGA REFERENCE NO. 11A11543

Cape Lookout to New River  
SOUNDINGS IN FEET - SCALE 1:80,000

**11543**  
LORAN-C OVERPRINTED

1S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	6	2	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Swansboro** – 919-354-2719/2462

**Coast Guard Fort Macon** – 252-247-4583

**Coast Guard Wrightsville Beach** – 910-256-4224/3469

**NC Wildlife Resources Commission** – 800-662-7137

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).